

U.S.S.N. 10/708,110

2

02-0930 (BOE 0405 PA)

**In the specification:**

Please amend the specification as follows:

[0006] The primary flammability exposure for current commercial aircraft is in the center fuel tanks, particularly if located adjacent to heat sources. Thus, a primary desire exists in commercial aircraft applications to reduce flammability exposure in center fuel tanks, to a level that is similar to that of the wing fuel tanks. Additionally, reducing exposure in wing fuel tanks can also be desirable when aircraft design characteristics result in high flammability exposure or when additional reduction in wing fuel tank flammability exposure is desired.

[0007] Additionally, it is also desirable for the fuel tank to be inert during both ground and flight conditions. The inerting air need be supplied without use of inerting air storage tanks, which can be heavy in weight, as are commonly used in prior art military inerting systems. Further, variations in oxygen concentrations throughout tanks must be minimized to achieve a uniform level of inert content, without over sizing the inerting system.

[0014] Moreover, another embodiment of the present invention minimizes the quantity of bleed air used during climb and cruise by operating in multiple inerting system modes. The present invention also utilizes an ozone converter to enhance air separation module reliability and life.